

CLAIM AMENDMENTS

1-21. (Cancelled)

22. (Currently amended) A method of manufacturing a heat exchanger for cooling exhaust gas of an internal-combustion engine, said method comprising the steps of:

providing a plurality of tube halves having wall thicknesses of 0.3mm-0.4mm;

arranging a plurality of lugs on said tube halves, in pairs, by directly attaching the lugs to a wall of each of said tube halves, adjacent lugs having an angle therebetween of approximately 40°;

joining pairs of said tube halves together to form rectangular tubes for guiding exhaust gas with the lugs arranged diagonally to a flow direction of the exhaust gas, each of the lugs having a height of 25%-33% of an overall height of each of the rectangular tubes;

providing first and second latticed tube bottoms;

welding ends of said rectangular tubes to said latticed tube bottoms such that said rectangular tubes form a bundle;

attaching a sheet metal jacket provided with a coolant inlet and a coolant outlet to the tube bottoms, the inlet and outlet adapted to allow a liquid coolant to flow around said rectangular tubes in said sheet metal jacket; and

attaching connections to said tube bottoms, to ends of said sheet metal jacket, or to both said tube bottoms and ends of said sheet metal jacket, said

connections being configured for attachment to an exhaust pipe communicated with the exhaust gas from the internal-combustion engine, each said connection defining a central opening for communicating said rectangular tubes with the exhaust pipe.

23-30. (Cancelled)

31. (Previously presented) A method according to Claim 22, wherein in said arranging step the lugs are welded to the wall of each of the tube halves.

32-37. (Cancelled)

38. (Previously presented) A method according to Claim 22, wherein said latticed tube bottoms are preformed.

39. (New) A method according to Claim 22, wherein the lugs have approximately the same thickness and lengths of approximately ten times the thickness.

40. (New) A method according to Claim 22, wherein the adjacent lugs diverge from a point at which they have a distance of approximately 1.2mm from one another.

41. (New) A method according to Claim 22, wherein the wall of each of the tube halves includes slots, and wherein arranging the plurality of lugs on the tube halves includes inserting the lugs into the slots and then welding the lugs to the tube halves.

42. (New) A method according to Claim 22, wherein arranging the plurality of lugs on the tube halves includes stamping or pressing the lugs out of the tube halves.

43. (New) A method according to Claim 22, wherein at least some of the tube halves include spacers thereon adapted to space adjacent tube halves apart.